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"No men living are more worthy to be trusted than those who toil up from poverty, none less inclined to take or touch aught which they have not honestly earned."—Abraham Lincoln.

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SHORTAGE OF LABOR.

New Immigration Law Bars Out Laborers From Abroad.

From present indications the shortage of unskilled labor on the railways this season will exceed that of any previous year, says the Railway Age-Gazette. Two years ago, when labor and materials were plentiful, the roads did not have funds to justify other than routine expenditures. Now, when their earnings have risen to the point where they are able to undertake much work, adequate labor is not to be had. The problem this year is not that of securing the funds necessary nor primarily that of securing materials, even though deliveries are seriously delayed, but of getting enough men to do the work authorized.

Most of the causes of this condition are well known. The industrial expansion, the attracting of men from track work into factories and the present general industrial unrest are familiar to all. Another factor which will affect the situation adversely in the near future is the new immigration bill, with its literacy test, which was recently passed over the president's veto and goes into effect on May 1.

It is estimated that the provisions of this law will bar at least 30 per cent of the immigrants coming to this country, while this ratio will be much higher among those commonly employed in track work. By the provisions of the act over 35 per cent of the Italians and over 30 per cent of the Mexicans coming to this country last year would have been refused admittance. Consequently the effect of this law will be to prolong the present shortage of track laborers even after industrial conditions have become more normal.

This condition is leading to a rapid increase in wages, \$2 to \$2.50 now being commonly paid for track laborers. As the season advances it is probable that these rates will rise even higher for some roads will bid against others for men and demoralize the entire market.

Workers Get Raise.

An increase in wages and a forty-eight hour week have been conceded 6,000 Chicago members of the United Garment Workers' union by nineteen firms in the special order clothing trade. They receive the highest wages paid in that line in the United States.



1—American troops receiving supplies at a village somewhere in France. 2—Not the grave of Kaiser Wilhelm, but the resting place of Wilhelm Kaiser, a humble grenadier, in the cemetery of Pargny. 3—Italians hoisting field guns up the steep sides of Monte Santo.

NEWS REVIEW OF THE PAST WEEK

Germans Capture Oesel Island and Defeat Overmatched Russian Fleet.

SLAVS RESISTING STOUTLY

Kaiser's Hurred Trip to Bulgaria and Turkey—American Destroyer Torpedoed, One Man Being Killed—President Wilson's Latest Move Toward Bottling Up Germany.

By EDWARD W. PICKARD.

The week brought no real relief to beleaguered Germany, externally or internally. While the Kaiser was hurrying down through Bulgaria to Constantinople to mend his crumbling fences, and Chancellor Michaelis was struggling to hold on to his job, and the German armies on the west front were making costly and futile counterattacks and slowly giving ground before the British and French, the land and sea forces of the empire did strike at Russia what, considered superficially, might be thought to be a serious blow. But the operations in the Baltic cannot be considered of prime importance and cause no special concern among the allies, not even Russia being greatly worried.

Troops landed on the Island of Oesel, supported by the fleet, have succeeded in capturing or driving off the garrison, which resisted stoutly, and the Kaiser's warships are pushing back the Russian naval forces toward the Gulf of Finland. In the sea fighting both sides lost several vessels. The Russian fleet fought well but was hopelessly outclassed in strength. The Germans made aerial attacks on Pernau, and it was reported that they were attempting to gain a footing on the mainland. At last reports both sides were hurrying up strong naval reinforcements. The real objective of the German high command is not revealed, but it does not seem probable Von Hindenburg, who is directing the operations in person, will attempt to capture and hold Petrograd. That would mean a perilous extension of his lines in view of the fact that winter is at hand. South of Riga the Russian artillery prevented the Germans from throwing bridges across the Drina.

Trying to Hold His Allies.
Increasing signs of a break-up of the alliance of the central powers probably sent the Kaiser on his trip to the near East. First he jollied the Bulgarians, who, like the Austrians, are sick of the war; and it was significant that Emperor Charles grasped a puny excuse not to accompany his overbearing ally. Then William ran down to Constantinople, where Turkish girls strewed flowers in his path and he and the Sultan exchanged decorations. If the Kaiser can hold his coalition together much longer, it will be because the allies do not make sufficiently attractive separate peace suggestions to Austria-Hungary, Bulgaria and Turkey.

As was expected, the opponents of Chancellor Michaelis were quick to take advantage of the Wilhelmshaven naval revolt incident. The Socialists now present a united front against him and have decided to vote against the war credit of \$2,500,000,000 at the December session of the reichstag unless he resigns. Foreign Secretary von Kuehlmann or Prince von Bulow is said to be his probable successor, though the war party still fears Count von Bernstorff may be appointed. In the effort to save himself Michaelis offered Friedrich von Payer the post of chancellor, displaying readiness to throw overboard Doctor Helfferich and also Minister of Marine von Capelle. There are rumors that Michaelis is contemplating the establishment of a military dictatorship.

On the West Front.

In Flanders the British practically completed their occupation of the important Passchendaele ridge and the Germans were observed to be hurriedly building a long dam for the purpose of flooding the low land east of the ridge. Meanwhile the French on the left flank of the British steadily widened the base of the wedge that is being driven in between the German

armies and the Belgian coast. The allied aviators made many raids and dropped vast quantities of explosives on German military establishments with destructive results. The German airmen were not idle, but their main raid was made on Nancy, where a number of civilians were killed.

The British government on Tuesday announced formally, through Bonar Law, chancellor of the exchequer, that reprisals would be made for the German raids over London and other unfortified places. German towns, Mr. Law said, will be bombarded so far as military needs will release the necessary machines. The threat may be sufficient to check the barbarity of the Germans in this respect.

Realizing the danger of a collapse of the Austrian forces that are opposing the advance of the Italians, the central powers have withdrawn at least forty divisions from the Russian front and hurried them to the rescue of the defenders of Trieste. Large numbers of German, Bulgarian and Turkish troops are now on the Italian front.

American Destroyer Torpedoed.

The first real American casualty list from the war zone was given out Wednesday by Secretary of the Navy Daniels. It included one death, that of Osmond Kelly Ingraham, gunner's mate, of Pratt City, Ala., and the names of five other men of the navy who were slightly wounded. These men were of the crew of an American destroyer which was torpedoed by a German submarine while on patrol in British waters. The vessel was sunk and soon reached port. The report came from Rear Admiral Sims and said Ingraham was blown overboard and his body was not recovered. Naval officers think it remarkable that until this occurrence Admiral Sims' fighting units should all have escaped damage in the fight against the U-boats.

From Amsterdam the other day came the report that Germany was about to include American waters in the submarine zone. This meant nothing to American naval authorities, for they had considered our waters so included since we entered the war. The best informed opinion is that American transports, with their speed and their convoys, will be quite safe from the submarines.

The week's list of victims of U-boats was small in number, but the loss of life was greater than usual. This was due mainly to the destruction of the French steamer Medie with the loss of 250 persons, including soldiers and prisoners of war. It is an undisputed fact that service on German submarines is becoming more dangerous every day, and this probably is responsible for the latest reported mutiny in the German navy. Sailors at the port of Ostend refused to go aboard the U-boats and are said to have thrown one commander into the sea.

There is trouble in the Austrian navy also. Soldiers and the crews of submarines have had several conflicts at Pola, officers on both sides being killed. The Austrian government thereupon decided to change the naval base to another port.

Wilson's New Blow at Germany.

Determined that Germany and its allies shall not benefit from the trade and industry of the United States, President Wilson started off the week by setting in motion machinery to stop trade with the enemy and transmission of information valuable to him, to control enemy aliens and enemy property and to check the activities in America of German sympathizers. By executive decree the president created a war trade board, with Vance McCormick as chairman, supplanting the exports administrative board, and a war trade council to advise the board on questions of policy; gave the secretary of the treasury power to regulate the export of gold, silver and currency, transfers of credit, transactions in foreign exchange, and authority to prevent the transmission of written or photographic information from this country except through the mails; created a censorship board to prevent the transmission of intelligence to the enemy by any means; gave the trade commission full authority over enemy patents; gave the postmaster general power to regulate the publication of war matter by foreign language papers, and in other ways took control of enemy interests in the United States.

The provisions of this sweeping decree when put into full force should help a lot in the process of bottling up the German empire. The United States

and its allies show no disposition to yield to the pleas of the so-called neutral nations that have been supplying Germany with food and other materials. According to reports received in Washington, the food situation in Germany is growing acute. The weekly ration there amounts approximately to four and a half pounds of bread, a half peck of potatoes, a cupful of beans, peas, or oatmeal; a half pound of meat, twelve cubes of sugar, six individual patties of butter and an equal amount of other fats. The calorie value of these foods in the aggregate, is less than half the amount estimated by the American food administration as sufficient for a person in a sedentary occupation.

Coal Strike Makes Trouble.

The coal situation, especially in Illinois, caused the administration a great deal of trouble. Strikes, unauthorized by the union, stopped production and the operators declared they could not pay the wages demanded unless they were allowed to charge the general public 50 cents more a ton. Coal Administrator Garfield was swamped with appeals and protests, and sent out a message to the effect that unless mining was resumed the federal government would seize the mines. The whole affair has the appearance of greed fostered by underhanded pro-German influences.

Food Administrator Hoover has been brought to a realization of the fact that the retail grocers of the country are robbing the ultimate consumers, and he proposes to do so far as his powers permit in stopping the extortion. In a statement issued Thursday Mr. Hoover said that though neither the food administration nor the government has authority to regulate the retailer as it does the wholesaler, he would, beginning November 1, expose the former each week by publishing the wholesale prices of all commodities in every section. Thus the purchaser will know how much the retailer is paying and how much undue profit he is exacting. Mr. Hoover cites particularly the retail price of flour, which is out of all proportion to the wholesale price fixed by the government, and also the recent unwarranted advances in the retail price of sugar.

Unless the retailer grocer behaves, the food administrator hints, congress may be asked for legislation giving the government power to regulate him. Mr. Hoover asserts that the corner has been turned in high prices and that if the farmer and retailer co-operate with him, the essential commodities one after another should continue to show reductions between now and the end of the year.

The war department issued orders Thursday for the entrainment of the final quotas of the first draft from the northwest states and the entire mobilization of the 687,000 men of the first army is expected to be complete by the middle of November. The call for the second draft is not expected before the first of the year, but arrangements for it are under way and it may be that the remaining 7,000,000 eligibles will be examined in advance so as to establish a waiting list. Preparations for the winter in the training camps are being made rapidly and there is reason to believe that there will be no shortage of warm clothing, arms and all other necessary supplies.

The Liberty bond campaign went with a rush last week, despite the disloyal opposition displayed in some localities. The government has taken steps to punish the pro-German workers who have fostered this hostile sentiment, and Secretary McAdoo has asked banks to report the names of those who have sought to intimidate bankers by threats to withdraw their deposits.

The senatorial committee investigating Senator La Follette's loyalty held several sessions but was temporarily foiled by the wily fellow's demand that he be given the opportunity to cross-examine those who had contradicted his assertion regarding Bryan's statement to President Wilson about the Lusitania. As the committee cannot well summon the president or Mr. Bryan, it adjourned to think the case over.

Former Senator Pettigrew of South Dakota is emulating the record of La Follette and defying the government to have him indicted. His utterances are if anything more reprehensible than those of the Wisconsin man, but he himself is much more negligible. If all their readers and hearers were persons of sound sense, neither one would be worth the powder it would take to blow him over to Germany.

The Ship of State



by Wilbur D Nesbitt
Author of
"Your Flag and My Flag"

"Thou too sail on, O Ship of State,
Sail on, O Union, strong and great."

Proud before her sister ships she sails the seas of time;
Out, far out, upon the deep, all stately and sublime—
What of fearsome whisperings and what of doubting eyes?
She has stoutly held her course beneath the blackest skies,
She has fought the billows off and she has dared the gales
When her sister ships have drifted back with tattered sails.

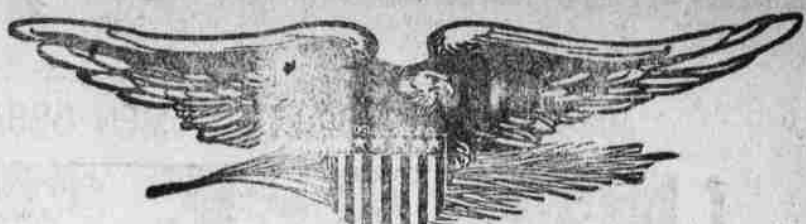
The old ship, the bold ship, the ship that we are sailing on!
Straight she goes and great she goes—her sister ships a-trailing on—
Riding out the bitter storms all steady, staunch and straight—
The old ship, the bold ship, the good ship of state!

Other ships go wallowing uncertain to and fro,
Staggering and wavering against the winds they go;
Other ships go craftily in fear of warring fleets—
Proud before her sister ships she sails with straining sheets;
Out the course and on the course with compass pointing true,
She has tossed aside the bleakest winds that ever blew.

The old ship, the bold ship! Full seasoned is each rib of her;
Honest thread and trusty seam from spinnaker to jib of her;
Ready for the storm or calm, all comely and sedate—
The old ship, the bold ship, the good ship of state!

Sail before your sister ships the course that you must make!
Let them waste their whisperings of wonder in your wake!
We who sail aboard of you, full well we know your strength,
Know how sure you breast the waves that lurch along your length,
Know the times that you have met the shiver and the shock,
Racing in your royal rush by hidden reef and rock!

The old ship, the bold ship, the ship that we are sailing on;
Great she goes and straight she goes, her sister ships a-trailing on,
Following and wallowing within her wake they wait—
The old ship, the bold ship, the good ship of state!



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"MADE IN AMERICA"

Now Is the Time!

You know the European war has temporarily stopped the flow of foreign goods to this shore. Now is the time to learn to use "Made In America" articles.

You don't have to buy anything made outside of the United States. This country produces what you want—or it soon will.

When you buy at home you keep your money at home and not in the coffers of the European markets.

Send Us Your Job Printing.

We do job printing at fair prices.

Send us your Job Printing.

Women as Car Cleaners.

Plans were recently announced by Pennsylvania railroad motive power and middle division officials at Altoona, Pa., to employ women as car cleaners as soon as a rest room and other facilities can be provided. The women will be put to work, thus releasing about 200 men for other labor. Only women under forty-five will be hired.

War Plant Closed by Strikes.

While in the midst of a rush to turn out nautical instruments for the ships being built for the emergency fleet corporation and allied nations, the entire force at the plant of John E. Hand & Son at Haddonfield, N. J., struck for a nine hour day, with the same pay now being received for ten hours. Because of the refusal of the demands of the company, the entire force walked out, and the plant closed down.